

THE "GARRICK'S HEAD" INN
BASTION STREET.

The Daily Standard.

Saturday, September 13th, 1873.

Mains for Victoria Water Works.

The works for the introduction of water into this city from Elk Lake are proceeding slowly but surely under the auspices of the City Council and Water Works Commissioners. The questions of the right of way and indemnity to owners of real estate for such portions and quantities of land as may be required by the Council for water works purposes, are in a fair way of being satisfactorily settled, the contract for the construction of the dam has been let, and the work now bids fair to be pushed forward with energy and expedition. The Council having advertised extensively for tenders for the supply of pipes, of both wrought and cast iron, it has been ascertained that wrought iron pipes can be had at very much less cost than cast iron, a fact which very few people could have credited, had it not been ascertained by offers to supply either kind at lowest market rates. No doubt cast iron mains would be in a measure more durable than those made of wrought iron, but the latter appears to be so much cheaper than the former as to more than compensate for the difference in durability. The Council, therefore, having determined upon the use of wrought iron pipes, it will be a matter of interest to our city readers to know something more about them in connection with the purpose for which they are intended to be used. We learn from a gentleman well acquainted with the subject that the use of sheet iron water pipes is a recent application, brought into use by its cheapness and strength, though not long enough in use to test its lasting properties, yet sufficiently long to prove its cheapness and durability. In the rapidly growing towns of California and other States sheet iron can be laid of sufficiently large dimensions for 15 years growth, very much cheaper than cast iron, at the end of which time a new main can be laid of larger dimensions, suitable to the increased consumption of water, while the original pipe is more than paid for by the interest alone on a cast iron pipe over that of a wrought iron one. This fact is of the greater importance in deciding the question for small towns, which are usually burdened with debt for necessary improvements. The lasting properties of sheet iron being the only question in dispute, it will be well to quote examples of pipe under test. At Sunnyside, Nevada, California, a wrought iron pipe laid in 1860, 16-in. diameter, No. 18 gauge iron, 180 lbs. pressure, no paint inside, oil paint outside, sandy water occasionally mixed with gravel, was in good order five years, and for many years with repairs, the pipe not laid in the ground. Another pipe in the same place, 40-in. diameter, 3-16 thick and 1/2 thick alternate sheets, was laid in 1860, and is now in running order. The outside is coated with coal tar, inside clean, water very dirty, the rivet heads slightly worn by gravel. In the town of San Juan a pipe 36-in. diameter was laid in 1862 above ground, No. 12 and No. 14 iron, coated outside and inside with coal tar and turpentine, and by present appearance will last for 20 years to come. At the same place two other pipes were laid in 1858, one of 12-in. diameter, No. 18 iron, and the other of 11-in. diameter, No. 18 iron, neither coated, and were in good condition in 1866. None of the above pipes were properly coated or painted, most of them unpainted, yet showing little or no wear. The first properly made pipe for water works purposes was laid by the Spring Valley Water Works Co. of San Francisco about 15 years ago, was 19-in. diameter, No. 18 iron, and after running about eight years it was thoroughly examined with a view to determine whether or not the Company should adopt this kind of pipe for their mains from outside reservoirs. The condition was such as to determine to use sheet iron, and in 1866-7 the iron was ordered for a new 30-in. pipe, fifteen miles long, and the original 19-in. pipe was taken up and relaid, since which time it has been in constant use under a little less pressure. The 30-in. pipe has been in constant use for five years, and shows no sign of decay. Another 30-in. pipe of equal length has been laid, and has been in use for four years, with equally good effect. Since which five or six different lengths of 30-in. pipe, and three of 36-in. has been laid by the same company, and are doing excellently well. This goes to prove that 15 years may be safely taken as the life of No. 16 iron, well coated with asphaltum, with every prospect of its lasting a longer time. As regards strength, pipes have been made to convey water when cast iron never could have been put in. At Cherokee, Butte Co., there is one 30-in. diameter, 1/2 thick, under a pressure of 900 lbs., another pipe for Virginia City Water Works, 12-in. diameter, 3-16 iron, 1700 lbs. heads. The Cherokee pipe has been in use constantly for nearly four years, and though the upper ends are only No. 16 iron, no sign of wear has yet developed. In the case of Victoria Water Works, we are assured a 12-in. wrought iron pipe can be put in for about the same cost as one of 7-1/2-in. diameter of cast iron, which will give 900 gallons per minute against 200 gallons. In the Eastern States, where cast iron pipe is cheaper than wrought iron, a 40-in. pipe of wrought iron has been laid in the City of Washington Water Works in preference to cast iron. The above are some of the most prominent examples of sheet iron pipe, to which could be added many more; but as those are prominent and easily investigated, they suggest themselves as the best. We are assured that the towns of California are almost universally supplied through them, among which we might mention Stockton, Sacramento, Oakland, San Jose, Petaluma, Nevada, White Pine Water Works, etc.

A Manitoba paper, under the heading of "Geographical," gets off the following description: "Saturday, warm and breezy; Sunday, hot, clear and buggy-rideable; Monday, hot and heavy on brandy and soda in the morning; Tuesday, red hot and still hotter; large orders sent by 'close-lines' for paper collars; Wednesday, rain, mud and long boots; Thursday, tried to rain and couldn't; high wind, but no dust; Friday, cool—paper collar order cancelled."

The Chief Clerk—The Marine and Fishing Department at Toronto has received intelligence from the Magdalen Islands that they were, American and British, were wrecked there in the gale of the 21st ult.

New Advertisements.

For Sale.

THOROUGH BRED SHORT HORN
Durham Bull, three years old, guaranteed gentle in every respect. Took the prize at the Exhibition last season. Can be seen at any time at Albert Head, Melville, or on Exhibition Day at Victoria.
WILLIAM HUNT.

Notice to Builders.

TENDERS WILL BE RECEIVED until Sept. 24th inst. by the Comox Agricultural Society for the erection of an Agricultural Hall at Comox. The Society provide all lumber and other materials necessary for the completion of the work. Plans and specifications may be seen at Mr. Harvey's store, Nanaimo, up to the 17th inst., and from that date until the 24th at the office of this paper. The lowest or any tender not necessarily accepted.
J. WILSON, Chairman.

Comox, Sept. 10th, 1873.

HENRY SHORT,

GUN MAKER

HAS JUST RECEIVED PER STEAM
a fine assortment of

DOUBLE & SINGLE BAR'LED GUNS

ALSO

Central Fire Breech Loading Guns.

GOVERNMENT STREET near Pandora St.

For Sale.

ALL THE INTEREST in the ROYAL OAK INN, 2500 ft. Sea level, consisting of Lease, Goodwill, Furniture, &c. About 50 head of Poultry of fine breeds. A large quantity of Farm Produce, consisting of Oats, Wheat, Potatoes, Carrots and garden stuff. (About 500 lbs. of very fine Timothy Seed, clean, of seed). One fat Pig, some valuable new Flowers and new vegetable Seeds. No reasonable offer will be received within ten days.
A valuable pet Mare, gentle either for a lady or child, 8 years old, has been worked in single and double harness, will be raffled at Mr. Joseph Wright's Raffle Saloon, Government street, Victoria, as soon as the chance is taken. Chance \$1. Parties late at the bar.
All persons having claims on me or my family are requested to send them into Mr. Theodore Davis, Attorney at Law, Bank street, within one week. All parties owing me money are requested to settle within one week to avoid proceedings.
C. R. SMALLBONE, Royal Oak, Saanich.

Wanted.

A THOROUGH BUSINESS MAN wishes to purchase either the whole or half interest in an established business in this city.
Address C. G., Standard Office.

IN PRESS.

LOVELL'S GAZETTEER OF BRITISH North America, containing the latest and most authentic descriptions of over six thousand Cities, Towns and Villages in the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Newfoundland, Prince Edward Island, Manitoba, British Columbia, and the West Territories; and general information, drawn from official sources, as to the name, locality, extent, &c., of over fifteen hundred lakes and rivers, with a Table of Routes, showing the proximity of the Railroad Stations, River Ports, and the Cities, Towns, and Villages, &c., in the several Provinces. Price in Cloth, 60¢; Price in Full Cloth, \$1.75. Agents wanted to secure a sale for the work.
JOHN LOVELL, Publisher, MONTREAL, 214 Ave. 1873.

AUCTION SALE

J. P. DAVIES & CO.

Have been instructed by

JOHN GOODFELLOW, ESQ.

Assignee in the Estate of

Wallace & Hutcheson,

TO SELL BY

PUBLIC AUCTION.

On Wednesday, Sept. 17.

AT 11 O'CLOCK, A. M.

On the Hudson's Bay Wharf,

THE SCHOONER KATE

as she lies, well found in Sails, Anchors, Chains, Tryworks, Etc.

Oil Tank, Scrap Press, 2 Whale Boats 1 Surf Boat.

ALSO

— Galle, Whale Oil and a large lot of Empty Oil Casks and Barrels.

Immediately after will be

sold at Store, Wharf St.

Balance of Whaling

Gear, consisting of

2 Swivel Guns,

2 Bomb Guns,

Coil Whale Line, Whale Lines, Skimmers and Dippers, Spades, Lances, Shackles, Harpoons, Boat Hooks, Oil Tub and Hose, Pump, Tub, and Buckets, Oars and Paddles, Clock, Compass, Glasses, Cross Cut Saw, Grindstone, Etc.

Cooper's and other Tools, Tool Box, Cook Stove.

ALSO

Balance of Stock & Store

Fixtures,

Consisting of

2 Safes, Desks, Tables, Copy Press, Stove, Chairs, Revolving Stool

CLOTHING.

Coats, Pants, Over and Undershirts, Boots, Brogans, Socks,

GROCERIES.

Coffee, Tea, Pickles, Soap, Peas, Lard, Oatmeal, Bacon, Tobacco, Pearl Barley, Brooms, Matches, Seaming Twine, Barbour's Thread.

Counter Scale, Platform, Truck, Calipers, Ganging Rods, Salerates, Axes, Pick Handles, Vinegar, Colts Revolving Rifle, Union Jack.

ALSO

Pre-emption Claim on Hornby Island of 100 Acres, with Wharf, House, Cooper's Shed, Etc.

TERMS AT SALE.

J. P. DAVIES & CO.,

Auctioneers

New Advertisements.

\$10 Reward.

VALUABLE LOST ON STEAMER NORTH
Pacific, on the 17th August, 1873, a new silver, marked "B. J." at the handle.
\$10 REWARD.

AUCTION

SALE OF STOCK.

T. B. HUMPHREYS

Has received instructions to sell by Auction on

Friday, Sept. 26th, 1873.

AT 13 O'CLOCK, NOON.

On the premises of Mr. THOS. HARRIS, adjoining the Lion Brewery, Cedar Hill Road one mile from Town

100 Head of well bred HEIFERS,

From imported English Stock, by the most celebrated Stock-breeders of Oregon and Washington Territory.

ALSO—A Few

WELL BRED COWS IN CALF

TERMS OF SALE—For all sums over \$200 approved indorsed paper at 30 days accepted. A Lunch will be provided at 10 o'clock.

T. BASIL HUMPHREYS, Auctioneer.

In the Supreme Court of British Columbia.

IN BANKRUPTCY.

A DEED BEARING DATE THE SIXTH day of September, A.D. 1873, and made between Robert Wallace and James Hutcheson carrying on business as Wallace and Hutcheson at Wharf Street, Victoria, as merchants and produce dealers of the first part, John Goodfellow all their estate and effects (except as therein mentioned) for the benefit of the creditors of the third part (the execution of which was attested by Robert Edwin Jackson, Solicitor, Supreme Court), where by the said parties of the first part conveyed to the said John Goodfellow all their estate and effects (except as therein mentioned) for the benefit of the creditors of the third part (the execution of which was attested by Robert Edwin Jackson, Solicitor, Supreme Court), where by the said parties of the first part conveyed to the said John Goodfellow all their estate and effects (except as therein mentioned) for the benefit of the creditors of the third part (the execution of which was attested by Robert Edwin Jackson, Solicitor, 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The Daily Standard

Saturday, September 15th, 1873.

Passengers for the North.

List of passengers that left Nanaimo on the steamer California for Sitka and Wrangell, Sept. 10th, 1873, at noon:

FOR SITKA.
Major V. Eggleston, U. S. Army, Col. C. H. Hoyt, U. S. A., Col. E. C. Mason, U. S. A., Col. George B. Sanford, U. S. A., Capt. M. Harris, U. S. A., Lieut. T. H. Roberts, U. S. A., Dr. J. O. Skinner, U. S. A., Capt. J. C. Clyde, U. S. A., F. D. Hard, U. S. Postal Agent.

FOR WRANGLER AND DENISE LAKE DISTRICTS.
J. U. Smith, J. R. Adams, W. K. Lear, A. Martin, E. McMillan, A. McMillan, J. McMillan, J. McMillan, E. L. Steward, Peter Davis, A. Campbell, J. Williams, J. Fife, D. Goron, O. Gagner, Peter Gargich, James Rossiter, James Pope, Richard Edwards, Joseph B. Hughes.

Three of the above named parties got on at Nanaimo, British Columbia.
THE CONCERT.—The box-office of the theatre will be open this morning to give an opportunity to reserve seats for a crowded house expected to be present this evening to listen to Madame Stevenson.

On the 9th of June the Secretary of the Treasury issued a call for the redemption of a certain series of five-twenty bonds then covering the amount of the award, in anticipation of its payment, and the British Government arranged with the Secretary of the Treasury to discharge this obligation.

THE ADJUTANT GENERAL.—The Ottawa Times, the organ of the Dominion Government, which is usually well informed on Government matters, has the following concerning the above position: "It is hardly correct in some of our contemporaries to state that Lieut. Colonel Powell has been gazetted as Adjutant General, in the place of Colonel Robertson, who, resigned. Colonel Powell has been appointed in the meantime to perform the duties of the office, and as he is a most efficient officer, we are sure these duties will be well performed."

A QUEEN COOK.—A colored man of Wilmington, down South, by the name of Sandy Johnson, has a tame dog which follows him about the streets like a dog. The Journal says that he is not only a civilized, but an educated cook, as he understands an order, and does whatever his master tells him. They sit down and eat their meals together, the cook imitating his master, not only in taking a piece of bread in his paw, and biting it, but in lifting a cup of water and drinking as natural as anybody. The animal is christened Bill Johnson, and his noble master, Sandy Johnson, calls him "Brother Bill."

IRON AND MARBLE.—Mr. Richardson, of the Canadian Geological Survey, says that the Tazewell iron ore turns out to be of the richest quality, and the quantity is unlimited. He is making further researches for ore. He also came upon a marble vein. It is approached through a grotto, the entrance to which is 2,000 feet long, and 100 feet wide; the ceiling is covered throughout with stalactites. Mr. Richardson was at Nanaimo when the steamer left. We did not learn where the marble vein was discovered.

FROM THE EAST COAST PORTS.—The Isabel arrived alongside Brock's wharf, at 5:30 o'clock, yesterday evening, from Comox and parts on the way. The following passengers arrived: Captain and Mrs. McIntosh, Mr. and Mrs. Sabiston, Miss Pratt, Messrs. Smith, M. P. P., Roscoe, Tassell, Alkhead, Foster, Hensell. There is hardly any news to report. The U. S. S. Saranac was not entering Nanaimo harbor, to coal, as the Isabel was leaving.

NANAIMO.—A picnic was given on Wednesday to the children of the Rev. Mr. Bernard's Sunday School. It was held at Protection Island, and was largely attended, two hundred persons were present. On Thursday evening, a magic lantern entertainment was given by the same. The brass band was present on both occasions, and gave a selection of pieces. It is hoped to have the band visit Victoria before the season is over.

FOR NEW WESTMINSTER.—The steamer Maude sailed at 10 o'clock yesterday morning for New Westminster laden with a large number of passengers. M. mails, and express matter. The following were on board: Mr. and Mrs. C. Oppenheimer, Mr. Gallander, wife and family, Mr. Cannel and family, Mr. Milligan and family, and 30 others.

THE ST. LOUIS STAKES.—This great race—the main feature of the Doncaster September meeting—took place on the 10th instant, and was won by the Oaks winner, Mr. Merry's Marie Stuart; the great iron master's Derby winner, Doncaster, being second, and Mr. Martine's Kaiser third. Betting at the start was 2 to 1 against the winner, 3 to 1 against Doncaster, and 7 to 4 against Kaiser.

The Goliah arrived here yesterday afternoon and left in the evening to tow the Wanderers out of the Straits bound to Portland. On her return she will take the Red Rover to Hastings Mill, and tow out the Volage. The Goliah is doing a "mammoth" business for her owners who are residents on the other side.

FROM THE ISLET.—The Cariboo-Fly arrived from the Islet yesterday to effect repairs to mill machinery. She will return early next week. Capt. Rollins of the Delaware, and a few others came down. The Volage is ready, waiting to be towed out to sea. The Goliah was expected up for her.

COMOX.—Traders are called for the erection of an agricultural hall at Comox. The society provide all materials requisite for building. Plans may be seen at Mr. Harry's, Nanaimo, to the 17th, and from that date to the 22nd inst., at the STANDARD office.

AN ASSAULT.—A person was brought before a magistrate at Cowichan, a few days ago, charged with an assault, committed upon a woman. He was fined \$25 therefor.

MORE SETTLERS.—Two families left per steamer Maude yesterday, to settle in the Chilliwack district, having taken up some first rate land there.

GOING TO ENGLAND.—We hear that Mr. A. R. Robertson, Q. C., has extended his trip to Europe, and that he won't be back here for two months yet.

MR. J. H. TOWN.—He has now on hand a fine assortment of Boy's and Young's Tweed Suits, Felt Hats, Woollen Yarn and Woollen Clothing.

Madame Stevenson's Concert To-Night.

We find that Mr. J. H. Church has provided in addition to Madame Stevenson's usual programme, orchestral aid of no mean order for this evening, under the able direction of our friend Mr. Haynes; and availing herself of this extra aid, Madame Stevenson has introduced several instrumental selections in which she herself takes part at the piano. The lovers of music have a great treat in store for them in Madame Stevenson's first song—the Echo Song—in which a flute player and concert player from the band of Her Majesty's ship, Repulse support her in a manner she expressed herself delighted with; their playing being so small feature in the song. In the short time this lady has been here, the resident musicians who have met her express themselves so charmed with her amiable and affable manner, being so disposed to make the best of everything, that we doubt not but she will win public esteem as well as appreciation for her varied talents; for a prima donna now-a-days who does not put on airs and graces, and find fault with everything and everybody, is a rare case, or more musically speaking, "a nightingale."

ABOUT THE GERRA AWARD.—WASHINGTON, September 2d.—A report prevails that the Gerra award of \$15,500,000 has already been paid into the Treasury, but on inquiry it has been ascertained that the preliminary arrangements only have been made to this end. On the 9th of June the Secretary of the Treasury issued a call for the redemption of a certain series of five-twenty bonds then covering the amount of the award, in anticipation of its payment, and the British Government arranged with the Secretary of the Treasury to discharge this obligation.

MAP.—Our subscribers will receive with each copy of the STANDARD distributed this morning a map of the district of New Westminster, showing the lands already offered for sale by the local Government. Our patrons will see that they get their maps. They have been prepared at a very large outlay, and we are sure they will be found valuable and useful for reference at any future time. On the morning of the sale, which will take place on the 30th, we intend to supply each of our subscribers with a catalogue containing details of the lands to be sold.

WATERING STRAITS.—It costs London a million dollars annually to water her streets. The principal part of the work is undertaken by a few large contractors, who employ some 1,500 horses and carts, with as many men for thirty weeks in the year, at an outlay of about three pounds per week for each horse, cart and man. It is contended, however, that the whole of this watering can be accomplished in a far more effectual and advantageous manner by a system of permanently laid pipes and measures have been taken for introducing them.

POLICE COURT.—Three cases of supplying intoxicating liquor to Indians were heard at the Police Court yesterday. John Pipes for his offence was fined \$25 or one month's imprisonment; Augustus, a half-breed, was fined \$10 or 14 days, and George Bright was discharged.

P. E. ISLAND.—The first election of members of the Dominion Parliament to represent the Province of Prince Edward Island, will be held on the 17th of this month.

FOR SALT SPRING ISLAND.—The schooner Eliza sailed yesterday for Salt Spring Island, taking up a lot of sheep brought from the other side by the North Pacific.

English Mail.

[ENGLISH PAPERS TO THE 14TH ULT.]
Prince Arthur had been appointed by the King of Denmark a Knight of the Order of the Elephant.

Welcome had been heartily and earnestly given by the Sunday School Union to about 150 ladies and gentlemen from America, who had devoted their energies to the task of teaching, and who were now making holidays in "the old country." Mr. Samuel Morley, M. P., occupied the chair, and among the principal speakers were Mr. Groser, the principal Secretary of the Union, the Rev. Mr. Bullocks, of New York, the Rev. Mr. Baker, of Virginia, and Mr. Cook, the ex-consistorial, by whom the American party were conducted to England and Vienna.

Mr. Mundella, M. P., addressed his constituents in Paradise Square, Sheffield. He held out some hopes of an alteration of the Education Act, and said that John Bright had not joined the Cabinet for anything. The next thing a Liberal Government will do, Mr. Mundella said, is to confer the franchise on agricultural laborers.

The inquest upon the victims of the late railway accident at Wigan had not succeeded in arriving at any definite conclusion, and was temporarily adjourned.

With some difficulty the passengers and crew of the new clipper ship Dunmail, belonging to the White Star Line, were saved from drowning, the vessel having been totally wrecked on the Mersey bar. The vessel, which was on her first voyage, was drawing about nineteen feet water when she grounded.

Archdeacon Kaye presided at the sixteenth annual meeting of the Poor Clergy Relief Co. operation, when it was reported that the amount distributed during the year was £4,088—an increase of fully £600 on the benefactions of the previous year.

A circular from the War Office promulgates a new series of regulations for the auxiliary forces. The special subjects to which attention was invited were the use of military gymnastics and volleys, the examinations of officers, country rifle associations, and the retirement of men unfit for service.

Having pleaded guilty, at the Leeds Assizes, to the wicked and wanton act of placing a trolley wheel on the Doncaster branch of the Great Northern Railway, four lads were sentenced to a fortnight's hard labour the judge remarking that any

future case of the kind would be more severely dealt with.

After the fete of the Police Orphanage in the Crystal Palace a few days ago, a policeman was attacked and stabbed in five or six places by a man unknown. The sufferer was in a dangerous condition.

From the evidence adduced in a Clerkenwell police case, it appears that the London Patriotic Club in Clerkenwell Green, is, says the Daily Telegraph, "a somewhat skin to that celebrated club which would have been 'all very well except for the members.' Ladies who had called each other anything but ladies; and who by way of repartee had taken to the throwing of wine glasses, appeared before Mr. Cook, the magistrate, in the several capacities of complainant, defendant and witnesses; and the hearing was adjourned."

A young man living at Kingsway with his aunt, had, in a fit of insanity, beaten her almost to death. He had recently entered upon possession of his property, having come of age; but this had nearly occurred when his mind became unsettled, and as it appeared, he had gone raving mad.

The 'Prentice Boys of Derry had celebrated their centenary anniversary. Belfast, Omagh, Enniskillen, Coleraine, and many other Orange centres turned out contingents to the procession, which marched to the cathedral. After hearing a sermon from the bishop of the diocese, the Derry boys laid the foundation stone of a hall to commemorate the thirteen original apprentices. The Canadian delegates were conspicuous in the demonstration.

A Brussels correspondent telegraphed that the Catholics of Antwerp had published a manifesto announcing their intention to take no part in the fete which the Liberal municipality had decided to give on the occasion of the King and Queen visiting the city. The Liberal press of Belgium denounced this conduct as revolutionary. It placed the Ministers who least strongly to the Church in a dilemma, since they must accompany the King, and thereby disavow their political friends.

Cardinal Antonelli had taken occasion in acknowledging a letter addressed to the Pope by a number of Catholic priests in America, to say that his Holiness was deeply affected by the sympathy shown towards him by "distant children of the Church."

The latest news from the French colony settlement of New Caledonia with respect to the Communists, was that they had been attempting to get up a strike. As the experience as a champion of labor in France induced him to discourage the movement, and it consequently miscarried.

Intelligence had been received at Vienna by telegram from Cattaro of an attempt to shoot the ruling Prince of Montenegro. It was stated that his Highness was seriously wounded in the face. Subsequently the report was declared to be unfounded.

General Dispatches.

PHILADELPHIA, Sept. 5.—Morris Perill was arrested here to-night on a charge of having fired the Fashion Stables at Trenton. Purpil was discharged from Dobbs' employ on Tuesday, while intoxicated, and on Wednesday he was heard to make threats that the stables would not stand another week. He will be sent to Trenton.

LOUISVILLE, Ky., Sept. 5.—At two o'clock this m. a party of horsemen entered Charleston, Ind., and posted the following notice all over town: "To Andrew Reynolds and wife, Samuel Long, Andrew Stone, Edward Washburn and Patrie H. Carney: You are hereby notified to leave the State of Indiana within fifteen days from date or abide the consequences. A few associates of the above parties will take warning as threats have been made against the property of citizens. Any overt act of insubordination or violation will be held against the parties above named. One, Two, Three! Follow me! Sept. 5th 1873." Considerable excitement prevailed all day in Charleston.

The Young Marquis of Bute has just been delivering a lecture in a London Catholic school-room on the Holy Land, through which he recently made a pious pilgrimage. It is refreshing to see a young nobleman who has entered not upon an ancient title, but the possession of estates which yield him a thousand pounds a day, devoting himself earnestly to the serious affairs of life. The change which has taken place in the habits of nobility within a century is certainly astonishing. Some of the house of Argyll have actually gone into trade; duchesses have sung in public concerts at Exeter Hall; the Countess of Dudley, a few years ago the acknowledged belle and beauty of the aristocracy, and the wife of an earl with an income of a million a year, has played in theatricals, for charitable objects, to which admission was had at so many shillings a head; the heir of the Gables has become the president of a railway company, the Duke of Sutherland runs steam engines for amusement, and a crowd of bankers, manufacturers and merchants have invaded the hereditary house.

The GREAT FAMILY WEEKLY.—THE CHRISTIAN, an association independent journal devoted to religion, morals, reform, news, literature, music, science, art, agriculture, trade, finance, &c. (twenty-four pages quarto) and containing household stories, choice poems for children, etc., embracing contributions from well known and eminent writers. Henry Ward Beecher editor, and containing his Lecture Room Talk and Star Papers, as well as his powerful editorials and occasional reviews, and he is assisted by an able staff of skilful and experienced journalists, while the contributions embrace well known and eminent writers from every civilized nation, and the most distinguished authors of literary circles in England and America while its literary attractions are unsurpassed. It has the largest circulation in the world of its class, and is most widely quoted. Mr. Tickford is agent for Henry J. G. Foster & Co., the publishers, who will wait upon the districts and show the Subscribers' Catalogue, "Little Runaway" and her Pets, the premium presented to every subscriber. The price is a few cents of a \$1000 all painting by Ebbelton, the latter and brilliant work of that great French painter.

By Electric Telegraph.

SPECIAL TO THE DAILY STANDARD.

LAST NIGHT'S DESPATCHES.

THE POLARIS EXPEDITION.

Confirmation of Tacoma the Western Terminus of N. P. R. R.

EASTERN STATES.

WASHINGTON, Sept. 10.—The Secretary of the Navy received the following dispatch from U. S. ship Thetis: "Sept. 10, N. F.—Arrived here to-day; met the steamer Tigress at Upernivik and sailed her; she sailed August 11th for Littleton Island, under Lieut. Long, of Testasick, who had been to Cape York in the launch and returned. At Disco met the Tigress again and sailed her, August 18th. Commander O'Brien reports that the camp of the crew of the Polaris was found on August 14, of Littleton Island, in latitude 28° 23' N., longitude 73° 46' W. The crew of the Polaris were all well and had gone south two days before in two boats made from ship. The Polaris sailed on the 15th. The Tigress kept a careful lookout going north and coming south, but there were no signs. She stopped at all settlements for news. The crew of the Polaris are probably on board a whaler. The Tigress left Disco August 15th for the Labrador coast, to continue the search as long as her coal and the season permit." (Signed) D. L. BRAINE, Commander.

NEW YORK, Sept. 10.—The same meeting at the Cooper Institute this evening, in favor of cheap transportation, was unusually large and important. The call for meeting was issued by many of the heaviest business firms in the city. Mayor Havemeyer presided and addresses were made by a number of prominent merchants. An association to be known as the "New York Cheap Transportation Association" was formed.

SHREVEPORT, La., Sept. 10.—Yellow fever prevails as an epidemic and business of all kinds is prostrated. There is much suffering for want of attention, nurses and doctors being scarce; at least 400 are down, though not all with fever.

WASHINGTON, Sept. 11.—Colonel Robinson and the committee appointed to inquire into the depredations committed on persons and property of American citizens on the Rio Grande border, have received numerous letters stating that such acts are continually occurring, and that since the commissioner left last summer, large droves of cattle have been driven to the Mexican side, from ranches between Brownsville and Rio Grande city. The thieving operations are committed in daylight, and in several instances exclusively by Mexicans who had escaped with their booty. The U. S. cavalry had pursued them; but on the American side of the river, in addition to cattle stealing, murders have been committed. There is no doubt that the action of Congress will again be called to this subject by the President, with a view to the protection of citizens of the United States on the border.

NEW YORK, Sept. 11.—It has been decided to bring Irving here from San Francisco, to see what he knows of the Nathan murder. The Northern Pacific Directors, at their meeting in this city, yesterday, adopted the following resolution: "That the Northern Pacific Railroad Company locate its main road to a point on Puget Sound, on the southern extremity of Commencement Bay, in Township 21, Range 4, east of Willamette meridian, within the limits of the Territory, which point shall be the western terminus of the main line of the Northern Pacific Railroad."

EUROPE.
BERLIN, Sept. 10.—The Emperor William will probably visit this city on the 15th next month, to visit the Emperor of Austria at Vienna.

LONDON, Sept. 10.—A schooner named Orilla was wrecked to-day at the entrance of the Mersey, and four of the crew lost.

LONDON, Sept. 12.—It is reported that the Carlist forces have captured Alivinos.

HAVANA, Sept. 10.—A telegram has been received from the Colonial Minister in Spain, cordially relating the authorities and inhabitants of the Island.

A telegram from Santiago de Cuba states that a party of insurgents attacked a coffee plantation at Guandoupe and were repelled by the loss of one lieutenant and seven men.

KINGSTON, Jamaica, Sept. 10.—The cable which was laid between Kingston and Aspinwall and twice lost, has again been recovered.

Advices from Panama state that a revolution is imminent there, growing out of an act of personal violence by the police against Colonel Uscotege. The police attempted to arrest the Colonel in the Grand Hotel, with the intention of taking him to prison through the public streets. He protested and was shot at by the police. The act occasioned intense excitement.

CALIFORNIA.
SAN FRANCISCO, Sept. 12.—Arrived—British ship Nation's Hope, Sydney; British bark Iron Queen, Liverpool; British ship Annie Fleming, Queretaro.

RENO, Cal., Sept. 11.—A fire broke out this morning at 1:50 o'clock, in the warehouse of F. Miller, totally destroying every building in the block, except a barber's shop. So sudden was the alarm, that women and children were compelled to leave every article of wearing apparel, and flee for safety. In less than fifteen minutes after the alarm was sounded, the entire block was one burning mass. The post office and contents, including the mails from several points, mail bags and all office matter, were totally consumed.

The Western Union Telegraph Co. saved most of their instruments and books, but lost their office furniture and battery material; but they were ready for business this morning at six o'clock. Had the wind not been favorable, the town would have been totally consumed. There are no provisions in town, all having been destroyed. The loss will not be less than \$75,000; insurance, about \$35,000.

A dream came o'er me as I lay With head on pillow pressed, Of such a splendid thing I dreamt, And pants, and such a 'Yest. Me thought that as I walked abroad All eyes on me were cast, But ah! my dream it passed away 'T was far too bright to last. But still before my eager gaze Would come the dream of other days.

One day as I walked out alone, My mind with sadness bowed, I wondered if in this good town Such clothing could be bought; Just then a friend was passing by Who saw the sadness in my eye, So kindly asked me, him to tell What grief o'er me had cast a spell I told him of the vision seen, Said he, go buy of David Green.

PROVINCIAL DISPATCHES.

[BY HAWKLAND TELEGRAPH LINE.]

BRIDGE CREEK, Sept. 12.—The prospecting party under the old pioneer Billy Barker, that went out on Bridge Creek this spring, have just returned. They put a shaft down 142 feet and struck water, compelling them to quit work for the present. It is their intention to go out on fall and run a tunnel through. They did not expect to have so much more than sixty feet at the most with a shaft. The prospects look excellently well.

The epidemic has attacked all the horses at this place, and will seriously effect the coming season. It takes place on the 29th and 30th of this month.

A Venerable Newspaper.

The Washington Chronicle of August 21st has the following:

The Baltimore American celebrated its centennial anniversary yesterday. The office was handsomely decorated with flags, the coat of arms of the State, &c.

It also prints an illustrated supplement with Baltimore town in 1773, and a picture of its first office.

Friday, August 20, 1773, the first number of the Maryland Journal and Baltimore Advertiser was issued. At that date Baltimore had less than 500 houses, and less than five thousand population.

A complete history of the American, valuable as it is interesting, is given in yesterday's issue, and in addition a facsimile of its first number accompanies it.

To modern newspaper men this is very interesting, and when the means of communication at that time are considered, it really contains a good deal of fresh news. For instance, it has European advices as late as June 17, 1773; New York news of August 12, and Philadelphia news of August 11. It has nearly a column advertisement from Geo. Washington, dated Mount Vernon, July 15, 1773, having reference to 'land patents of his "20,000 acres of land on the Ohio and Great Kanawha." The following advertisement is copied in full, not only as a specimen of the literature of that day, but as an interesting historical reminiscence:

Prince George's County, near Queen Ann, 1773.

Run away from the Subscriber, some time in December, 1772, Negro PRINCE a tall, fine fellow; has several scars in his forehead; he was taken up at Salsburg, near Lower Ferry, but made his escape, and is often seen in the neighborhood. Whoever takes up the said Negro, and secures him in jail, so that the owner may get him again, shall have FIVE POUNDS reward, or if brought home, TEN POUNDS reward, and reasonable charges paid by

RICHARD BENNET HALL.

Only thirteen years ago similar advertisements might have been seen in Southern newspapers.

The history of the American discloses the fact that Miss Mary Katharine Goddard was its "ostensible printer and editor" in 1775, and that her first editorial was published as far back as February, 1774; so far as we have authentic dates, the first editorial by a woman in America, and she continued in full charge of the paper until the 1st of January, 1784.

SUBSCRIPTIONS.

Are solicited and are received at this office and through agents for the WEEKLY STANDARD; terms, \$5 per annum, mailed; \$2.50 for six months. This journal, a double sheet, is nearly double the size of any other journal published in the Province, as a comparison will prove. It gives the latest, the most reliable news, and is particularly suited to our Island and Upper Country farmers and settlers.

It is likewise the best medium to transmit intelligence concerning the Province to friends and relations abroad. The WEEKLY STANDARD has now attained a larger circulation than has ever been enjoyed by a newspaper published in the country. As an advertising medium it will be found useful; nearly all advertisements published in the DAILY receive without extra charge, insertion in the WEEKLY issue.

MARVILLE COCOA.—TAYLOR BARNES (the largest Manufacturers of Cocoa in Europe), having the exclusive supply of this unrivalled Cocoa, invite comparison with any other Cocoa for Purty—fine Aroma—Savory, Nuttiness and Sustaining Power—Basis of Digestion—and especially, high delicious favour. One trial will establish it as a favorite Beverage for breakfast, luncheon and a Soothing Refreshment after a late evening. N. B. Caution—'MARVILLE' is a registered Trade Mark.

LANDS AND WORKS DEPARTMENT.
15th September, 1873.

THE following Regulations respecting the acquisition of Free Grants of Land in British Columbia, are hereby published for general information.

ROBERT BEAVER.
Chief Commissioner of Lands and Works.

UNDER the following Regulations and Ordinances, the Government of British Columbia are prepared to give Free Grants of vacant unsurveyed Crown Land, suitable for settlement and cultivation, and not being Mineral Land to bona fide Settlers, in the following quantities and sections of the Province viz:—

On the East Coast of Vancouver Island, between Chatham Point and Fort Rupert, not more than 160 acres. In that part of the Province East of the Cascade range of Mountains, not more than 240 acres. And intend settling aside two Townships in the New Westminster District, for Free Grant locations of 160 acres, when Surveyed.

Regulations.
1. Before any person can be located for a Free Grant of land, he or she shall make affidavit, to be deposited with the Chief Commissioner of Lands and Works, that he or she has not been located for any land under the Free Grant sections or regulations of the "Land Amendment Act, 1873," and is not a pre-emptor or owner of land in the Province, and that he or she is of the age of eighteen years or upwards, and believes the land to be located, is suited for settlement and cultivation and is not valuable chiefly for its mines or minerals, and is not acquired for the purpose of obtaining possession of or disposing of any timber growing or being on said land, and that such location is desired for his or her benefit and for the purpose of actual settlement.

2. Any person making application for a Free Grant shall, if required, produce an affidavit from such person as can make the same, stating that the land is vacant, and that no person has resided upon it for the last six months.

3. No person shall be entitled to hold land in the Province under the Pre-emption and Free Grants Acts at the same time; and any subsequent pre-emption or purchase of land shall be considered as null and void, and any rights acquired under the Free Grant Clauses of the Act of 1873; and the location of a Free Grant shall be considered as an act of forfeiture of any pre-emption rights acquired under any of the Land Ordinances or Proclamations in the Province.

4. An alien shall be entitled to locate a Free Grant under the same conditions as a British subject upon signing a declaration, before the Commissioner of the District, or Justice of the Peace, of his or her intention to become a British subject, but in the event of such alien not completing his or her naturalization at an early period as the Commissioner, that he or she shall forfeit all rights acquired.

5. No Crown grant shall issue for any land located under this Act or under said regulations, until the expiration of three years from the date of such location, nor unless until the locator or those claiming under him or her, or some of them, shall have performed the following settlement duties, that is to say—shall have cleared and been cultivating at least twenty acres of the said land, whereof at least five acres shall be cleared and cultivated annually during the three years next after the date of the location; to be computed from such date, and shall have built a house thereon fit for habitation, at least sixteen feet by twenty feet, and shall have actually and continuously resided upon and cultivated the said land for the term of three years next after the date of the location, and that the locator or those claiming under him or her, shall not be permitted to be a cessation of such residence, provided such land be actually cultivated as aforesaid.

6. On failure in performance of the settlement duties aforesaid, the location shall be forfeited, and all rights of the locator, or of any one claiming under him or her, in the land, shall cease.

7. Proof of actual settlement and cultivation shall be made by declaration, under the "Oaths Ordinance, 1869," by the claimant and two settlers in the neighborhood, before the Commissioner or a Justice of the Peace.

8. In case it is proved, to the satisfaction of the Chief Commissioner of Lands and Works, that the settler has voluntarily relinquished his claim, or has been absent from the land located by him for more than three months in any one year, or has not made the improvements required by law, then the right to such land shall be forfeited, and the settler so relinquishing or abandoning his claim shall not be permitted to be located again for a Free Grant.

9. Neither the locator, nor any one claiming under him or her, shall have power to alienate (otherwise than by devise) or to mortgage or pledge any land located as aforesaid, or any right or interest therein, before the issue of a Crown grant.

10. All assignments and transfers of Free Grant rights before the issue of the Crown Grant shall be null and void, and shall be deemed evidence of abandonment of the right, and the person so assigning or transferring shall not be permitted to again locate a Free Grant.

11. All Free Grants must be staked off with posts, at least four inches square, and standing not less than four feet above the surface; and one such stake shall be placed at each angle of the claim. Any tree may be used for a post, provided that it be cut down and squared as aforesaid. No such boundary post shall be removed without the permission of the Commissioner of the District wherein the land lies. Upon each post, a notice in the following form shall be affixed:

"A. B. land N. E. Post" (meaning North-east post); "A. B. land N. W. Post" (meaning North-west post) and so on, as the case may be; and shall measure West of the Cascade 40 by 40 chains, and East of the Cascades 80 by 40 chains.

12. All lines shall run due North and South, and due East and West, and all locations or claimants under this Ordinance must comply in all cases, with the official survey, when made.

13. A locator of a Free Grant on unsurveyed land shall, after the official survey has been made, and within three months after a copy of the map of said land has been deposited in his District, and public notice thereof given in the British Columbia Gazette, make application to be located for the quarter section, or quarter section and portion of adjoining quarter section, as the case may be, in which the land upon which he resided, and which he has improved, may be. In case of disputed ownership the Chief Commissioner of Lands and Works shall determine the respective rights of the adverse claimants, according to priority of record and priority of settlement, and the fact of such settlement may be shown by actual occupation of and improvements made on the land in dispute.

14. Any locator shall at any time after official survey and prior to the expiration of occupation required by the "Land Ordinance Amendment Act, 1873," have the right of pre-emption, should he or she so desire it of applying for and obtaining a Crown Grant of the land included in the Free Grant, and in the same manner as if the said land had been pre-empted in the first instance upon payment, however for the land, and upon fulfilling the conditions applicable to pre-emption claims.

15. No land located as aforesaid, nor any interest therein, shall in any event be or be deemed liable to the satisfaction of any debt or liability contracted or incurred by the locator, his widow, heirs, or devisees, before the issuing of the Crown grant for such land. After the issuing of the Crown grant for any such land, and while such land or any part thereof, or any interest therein, is owned by the locator, or his widow, heirs, or devisees, such land, part, or interest shall, during twenty years next after the date of such location, be exempt from attachment, levy, seizure, execution, or sale for payment of debt, and shall not be or become liable to the satisfaction of any debt or liability contracted or incurred before or during that period, save and except any debt secured by a valid mortgage or pledge of such land made subsequently to the issuing of the Crown grant therefor.

16. Nothing in these Regulations shall be construed to exempt any land from levy or sale for rates or taxes, now or hereafter legally imposed.

17. Every Crown grant to be issued for any land located as aforesaid, shall state in the body thereof, the name of the original locator of the said land, and the date of the location, and that the said Crown grant be issued under the authority of the "Land Ordinance Amendment Act, 1873."

18. Every location shall be recorded at the Land Office in the District, following the rules of record as to pre-emption. 19. The Chief Commissioner of Lands and Works shall have power to cancel any Free Grant record, upon

New Advertisements
The following Revised Rules and Orders for the Regulation of Pilots and Pilotage, and revised By-Laws for the Regulation of Pilots in the Province of British Columbia (all previous Rules, Orders, and By-Laws being hereby repealed) having been made by the Pilot Board in accordance with the provisions of the "Pilotage Ordinance, 1867," and passed by the Lieutenant-Governor in Council, are hereby published, in conformity with the provisions of the said Ordinance.

REVISED RULES AND ORDERS
FOR THE
REGULATION OF PILOTS & PILOTAGE
IN THE
PROVINCE OF BRITISH COLUMBIA,
Made in pursuance of "The Pilotage Ordinance, 1867," all previous Rules and Orders being hereby repealed.

[22nd August, 1873.]

1. Vessels employed in the Provincial Coast Guard, and having taken out a Coast Guard License, shall be exempt from Pilotage.

2. All foreign-going Vessels over six feet draught shall pay Pilotage Fees in accordance with the Schedule of Rates of Pilotage, hereinafter set forth, for Vessels entering the undermentioned Ports, viz:—

FROM SEA OR ROYAL BAY,
To Royal Bay (optional).....\$3 per foot.
(Vessels coming to anchor in Royal Roads shall be exempt from Pilotage when they employ a Pilot for Burrard Inlet, Nanaimo, or any other loading or discharging Port in the Province.)

To Esquimalt Harbour.....\$3 per foot
To Victoria:—
\$3 per foot, under 10 feet draught.
\$4 " " 10 feet and over.
To Nootka Bay:—
\$3 per foot, for Vessels less than 10 feet draught.
\$4 " " 10 feet and upwards.
To Burrard Inlet:—
\$3 per foot, for Vessels less than 10 feet draught.
\$4 " " 10 feet and upwards.
To New Westminster:—Rate to be subject to agreement, but not to exceed for Sailing Vessels \$6 per foot, and for Steamers \$4 per foot.

3. The Pilot Grounds for the several Ports of the Province of British Columbia shall for the purposes of enforcing these Rules and Orders, be taken to be as hereby defined, viz:—
Victoria, and Esquimalt.—Outside of a line drawn from Trial Island to Race Point Light, bearing N. E. by N., and S. W. by S. (magnetic).
Burrard Inlet.—A line from Passage Island to Point Grey, bearing of the latter being S. E. (magnetic).
Fraser River.—Outside Light-Lip.
Nanaimo and Departure Bay.—Outside a line drawn from Entrance Island to a point on Vancouver Island, one mile W. of the West Rocks, bearing W. (magnetic) and to the southern entrance by Dodd's Narrows, a line drawn from the mark on Gabriola Island to Sharp Point, bearing S. W. by W. 1/2 W., and N. E. by E. 1/2 E. (magnetic).
Gulf Islands.—To be defined from time to time by the Pilot Board, as occasion may arise.

4. Any Vessel having discharged a portion of her cargo at Esquimalt, and paid full Pilotage into that Harbour, on proceeding thence to Victoria for the purpose of discharging the remainder of her cargo, only pay additional Pilotage at the rate of \$1 50 per foot, if proceeding under or with the assistance of steam; and the same rule shall apply to vessels proceeding from Nanaimo to Departure Bay, or vice versa, whether with or without the assistance of steam.

5. In the event of a vessel taking the charge of a Vessel proceeding from the Pilot Grounds of Victoria or Esquimalt Harbour, or of Royal Bay, to that of Nanaimo Harbour, Burrard Inlet, or the Sandheads of Fraser River, or vice versa, she shall receive additional pay at the rate of \$3 per foot for Vessels under sail, and at rate of \$10 per foot for Steamers while at sea. Twenty-four hours to be counted as a day; any fraction of a day to be counted as a whole day. All Vessels under steam, or in tow of a steamer, to be one-fourth less of the above rates.

6. Any fraction of a foot, not exceeding six inches, shall be paid for as half a foot; and any fraction of a foot exceeding six inches shall be paid for as a foot.

7. Every Master of any Ship who shall employ as a Pilot any unlicensed person, or any licensed person acting out of the limits for which he is qualified or beyond the extent of his qualification, after any Pilot licensed shall have offered to take charge of such Ship, shall forfeit for every such offence double the amount of the sum which would have been legally payable for the Pilotage.

8. Any person may legally, and without being subject to any penalty, assume or continue in charge of any Ship as a Pilot, so long as a Pilot duly licensed shall not have offered to take the charge, or where and so long as such Ship shall be in distress, or under circumstances which shall have rendered it necessary for the Master to avail himself of the best assistance.

9. Any Licensed Pilot, within the limits of his license and the extent of his qualification, may supercede, in the charge of any Ship, any person not licensed, or acting beyond the extent of his qualification; and any person continuing in the charge of any Ship without being a Licensed Pilot, or without being licensed to act within the limits in which such Ship shall be, or beyond the extent of his qualification, after any Pilot licensed and qualified shall have offered to take charge of such Ship, shall forfeit any sum not exceeding two hundred and fifty dollars, or less than one hundred dollars.

10. If any person suspended or adjudged to have forfeited his license shall, during the time of suspension or after such adjudication, take upon himself to conduct any ship as a Pilot, such person shall be liable to all such penalties in like manner as are provided against any person who shall Pilot any Ship without having been licensed. (vide Paragraph 5).

11. All sums due for the Pilotage of any Ship trading to and from any Port in the Province of British Columbia, shall be recovered in a summary manner before any Magistrate, or two Justices of the Peace, from the Owners, or Master, or from the Consignees, Agents who may be liable to pay the same, or from the Pilot, or from the said charge for the said Ship, in the Port of her arrival, as to pilotage inwards, and in the Port from whence she shall clear out as to pilotage outwards, which sum may be levied in the like manner, according to the amount, as any penalty of the like amount may be levied under "The Pilotage Ordinance, 1867."

12. Any Vessel, not otherwise exempted by these Rules and Orders, or the Schedule hereto, shall pay half rates of full Pilotage inwards to the first duly qualified Pilot who shall be paid by the first duly qualified Pilot, or exhibit the Pilot's Fee at a distance not greater than one mile from such Vessel in the event of his service not being accepted.

13. The choice of outward Pilot to be left to the Captain; but in the event of the ship being no Pilot outwards, then the half-pilotage shall be paid to the first duly qualified Pilot who shall offer his services.

14. No Vessel shall be rendered amenable to half pilotage rates for the Straits navigation by declining the services of a qualified

11. All Vessels requiring the services of a Pilot shall hoist the usual signal at the fore; and when outward bound not less than two hours prior to departure.

12. The Pilot Flag shall be the same as established by law in all countries under British jurisdiction, viz: horizontal white and red, (size at discretion of Pilot Board).

13. Any Vessel driven either by stress of weather or other cause to anchor or seek shelter in any of the Bays or Roadsteads of the Province shall not be liable to pilotage.

14. In all cases where a Vessel shall be in tow of a Steam Vessel the Pilot on board the Vessel towed shall have the command and direction of both Vessels so long as the Steamer shall be fast to the other Vessel, notwithstanding a Pilot may be on board the Steamer.

15. Pilots taken to sea on board any Vessel against their will, shall be entitled to claim from the Master or Owner of such Vessel the sum of five dollars (\$5) per diem until the date of their arrival at the Port from which they were taken, and in addition to the above, their expenses back to said Port.

16. No Steam Vessels plying regularly once a week, or oftener, between Victoria and any of the Vessels Ports on Puget Sound, or in the Straits of Juan de Fuca, shall be charged with Pilotage, or half Pilotage, unless the Master of such Vessel shall actually take a Pilot on board on any such trips, or otherwise actually engage the services of a Pilot.

REVISED BY-LAWS
FOR THE
REGULATION OF PILOTS
IN THE
PROVINCE OF BRITISH COLUMBIA,
Made in pursuance of "The Pilotage Ordinance, 1867," all previous By-Laws being hereby repealed.

[22nd August, 1873.]

1. Candidates for Pilots' Licenses must be British Subjects, and must apply by letter, addressed to the Chairman of the Pilot Board. Due notice of the time and place of examination will appear in the Government Gazette, as often as the Board may deem necessary. Candidates will be required to prove their local knowledge of the Coasts and Harbours of the places for which they may be desirous of obtaining a license; to possess a correct knowledge of the method of finding a ship's position on the Chart; to have a general knowledge of the tides; and to furnish to the Board satisfactory evidence of their former services, good conduct, and sobriety.

2. No Pilot shall add to, or in any way alter, his license, or make or alter any endorsement thereon, nor shall he be privy to any such license or endorsement being altered.

3. Every Pilot who shall observe any alteration in any of the Sands or Channels, or that any of the Bays or Roads in any of the Harbours of the Province are driven away or broken down, or out of place, shall forthwith deliver, and send a correct statement thereof in writing to the Pilot Board.

4. No Pilot shall exact from any Master of a Vessel more than he is entitled to by any of the Rules, Regulations, Orders, or By-Laws passed by the Pilot Board; neither shall any Pilot offer his services for less than the specified rates, under pain of being guilty of a misdemeanor.

5. Every Licensed Pilot shall continually carry with him his License and a printed copy of all the By-Laws, Rules and Orders, relating to Pilots and Pilotage, in force for the time being; and is required to produce the same to the Master of any Vessel on board of which such Vessel.

6. Every Licensed Pilot shall, when in charge of a Vessel, exercise the same diligence and attention in the prosecution of his duty.

7. No Licensed Pilot shall be absent from the Port or Ports for which he may be licensed, without leave of absence previously obtained in writing from the Pilot Board.

8. All cases of disputes between Pilots, or between Masters of Vessels and Pilots, shall be referred to the Pilot Board, whose decision shall be final.

9. Every Licensed Pilot who shall offend against any of the By-Laws, Rules, Orders, or Regulations relating to Pilots and Pilotage, in force for the time being, shall subject him to any pecuniary penalty or to addition to such penalty, if any, upon conviction by the Pilot Board, be liable to have his license annulled and forfeited, or suspended, at the discretion of the Board.

10. If any Vessel be stranded, or suffer other accident, when in charge of a Licensed Pilot, the license of such Pilot shall thereby be suspended, pending the investigation by and decision of the Board.

11. It shall be the duty of every Licensed Pilot at once to report to the Pilot Board any accident that may have happened to a Vessel when under his charge.

12. From and after the 1st of August, 1873, each Licensed Pilot shall be liable for, and shall pay to the Pilot Board, the sum of Ten Dollars as an Annual License, payable in advance, half-yearly, on the 1st day of August and the 1st day of February of each year. In addition to such yearly license, every Pilot, on appointment, shall pay the sum of Ten Dollars to the Board as an Entrance Fee. Every Pilot making default in the payment of his entrance fee or annual license, will be liable to a suspension of his Certificate until the money is paid.

T. SMITH
BOOMERANG INN
LANGLEY ALLEY.
THE BEST QUALITY OF
Wines and Liquors
and the Finest Brands of
CIGARS,
Will always be on hand at the Bar.
JY28 dwt

Tye Chung & Lung
Contractors for Chinese Labor.
ANY NUMBER OF CHINESE FURNISHED to contractors on short notice. Dealers in Tea, Rice, Provisions and Chinese Merchandise.
Orders from the country attended to.
TYE CHUNG & LUNG,
Victoria, B. C., July 1st, 1873.

NORRIS & WYLLY
Real Estate and General Agents.
Accounts, and Average Adjusters.
Loans Negotiated, Settlements Effected, Accounts audited.
RENTS & DEBTS COLLECTED
Government Street, Victoria, 20th November, 1873.
may30

S. L. KELLY
TIN & STOVE DEALER, Opposite Wells, Fargo & Co., Yates street. dec31y

IMPORTANT
AUCTION SALE
OF
37,000 Acres
OF
GOVERNMENT LANDS.
SUITABLE FOR
FARMING PURPOSES.
J. P. DAVIES & CO.
Have received instructions from the
Hon. Robert Beaven.
Chief Commissioner of Lands & Works
TO SELL BY
PUBLIC AUCTION,
By Order of the Provincial Government
at
VICTORIA, B. C.,
On Tuesday, 30 Sept. 1873,
AT 12 O'CLOCK, NOON
On an Extended Credit.

The Undermentioned Sections in
NEW WESTMINSTER DISTRICT.

Chief Commissioner of Lands & Works

TO SELL BY

PUBLIC AUCTION.

By Order of the Provincial Government
at

VICTORIA, B. C.,

On Tuesday, 30 Sept, 1873,

AT 12 O'CLOCK, NOON

On an Extended Credit.

The Undermentioned Sections in
**NEW WESTMINSTER
DISTRICT.**

BLOCK.	RANGE.	SECTION.	ACRES.
1 North	I E	19	do
do	I E	20	do
do	I E	24	do
do	I E	25	do